

RD350B YAMAHA STREET



The RD350B. The perfect compromise of road riding and road racing.



RD350B

PERFORMANCE

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Max. speed range.....	160 km/h plus (100 mph plus)
Climbing ability.....	28 degrees
Min. turning radius.....	2,300 mm (90.6 in.)
Min. braking distance.....	14 m @50 km/h (46 ft. @31 mph)

ENGINE

Type.....	2-stroke, 7-port, "Torque Induction," [®] Parallel Twin
Displacement.....	347 cc (21.18 cu. in.)
Bore & stroke.....	64 x 54 mm (2.520 x 2.126 in.)
Compression ratio.....	6.6 : 1
Max. horsepower.....	39 hp/7,500 r.p.m.
Max. torque.....	3.8 kg-m (280 ft. lb.)/7,000 r.p.m.
Lubrication system.....	Autolube
Starting system.....	Primary kick starter
Transmission.....	6-speed gearbox

DIMENSIONS

Overall length.....	2,040 mm (80.3 in.)
Overall width.....	835 mm (32.9 in.)
Overall height.....	1,110 mm (43.7 in.)
Wheelbase.....	1,320 mm (52.0 in.)
Min. ground clearance.....	155 mm (6.1 in.)
WEIGHT (Net).....	143 kgs. (315 lbs.)
FUEL TANK CAPACITY.....	12 lit. (3.2 U.S. gal.)
OIL TANK CAPACITY.....	2 lit. (2.1 U.S. qts.)
TIRES front.....	3.00-18-4PR
rear.....	3.50-18-4PR

COLORING Baja Brown
High Sparkle Blue

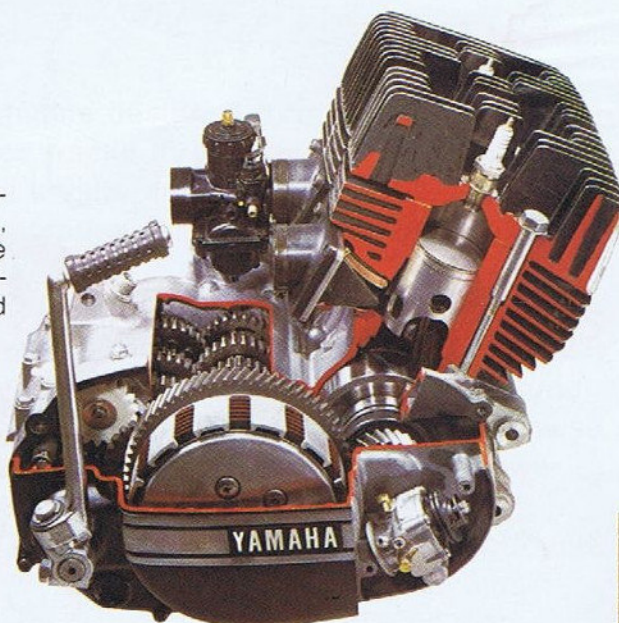
* Specifications subject to change without prior notice.

Baja Brown

Features

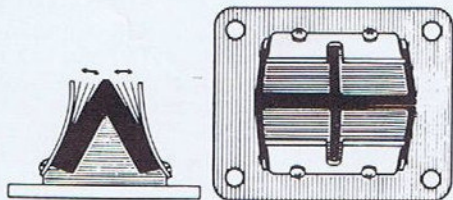
Torque induction® engine

The unique design of the RD350B two-stroke engine, developed by YAMAHA, utilizes the exciting seven-port Torque Induction® system. The important seventh port functions both as an intake and scavenger port, increasing vital engine breathing. With this superb system, the throttle responds instantly over the low and medium rpm ranges as well as at high rpm. Like the outstanding YAMAHA GRAND PRIX machines, the instant throttle response gives you faster acceleration for a quick get-away.



V-type reed valve

The RD350B V-type reed valve is just one more key development supporting YAMAHA's remarkable Torque Induction® system. Two special stainless-steel reed valves provide an instant response to negative pressure from the cylinder, eliminating blow-back to the carburetor at low speeds.

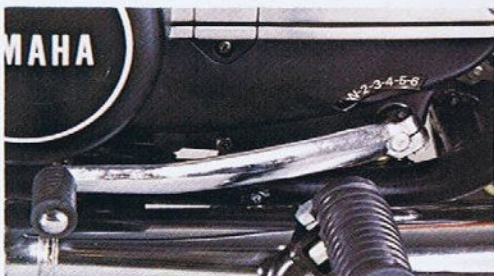


Autolube

YAMAHA's two-stroke engines are lubricated by a separate, unique system called Autolube. With Autolube, the amount of oil fed into the high performance RD350B engine is regulated by throttle position and engine speed. This precision engineered system saves you oil and lengthens the life of your engine.

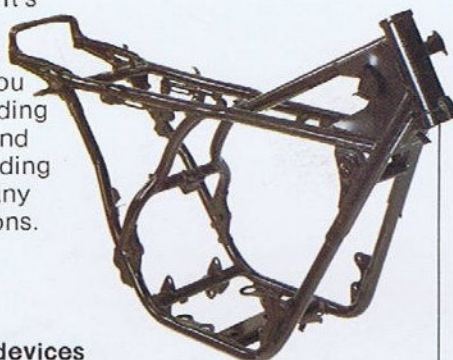
6-speed transmission

The RD350B uses a six-speed, constant mesh transmission which effectively utilizes engine power at all speeds. Gears two, three, four five and six are close ratio for consistent high performance. The short stroke gear-change of the RD350B's six speed transmission makes fast shifting simple and easy.



Double-cradle frame

Built around the RD350B's high performance engine is a specially designed, double-cradle frame. Light in weight and constructed from high-tensile tubular steel, it's the same kind of frame used on YAMAHA's winning GRAND PRIX machines. It's sturdy design gives you outstanding all around roadholding under any conditions.



Safety devices

To assure a positive safety nature for the machine, a great amount of consideration has gone into such features as the switches which control the turn signals, the high-low beam changeover switch and the horn button in that they have been placed for fast, convenient use. On the brake drum, there is a rubber-covered inspection hole so that the condition of the brake lining can be easily checked. Reflectors are mounted on the side and rear of the machine for positive identification. The foot pegs are a spring-loaded type which, when hit, fold back at a 45° angle, and a precision tachometer and speedometer are included for speed and distance indications as well as for the observation of periodic maintenance.



Front forks

To adequately support the frame and rider plus protect against impacts which could cause damage to the engine or adversely affect maneuverability, the YAMAHA research team has rigorously studies the data gathered from some of the most grueling race tracks throughout the world in the development of the best front forks for the bike. As a result of this lengthy study, the front forks on YAMAHA machines are world-famous for their ability to respond to all impacts



while maintaining optimum rider comfort and maneuverability.

Front disc brake

In order to increase the stopping power of the front wheel, a hydraulically

operated, fixed-head, piston-caliper disc brake has been included. The pressure of the hand is multiplied and applied to the piston-type calipers which are installed in the fixed head. These calipers then clamp on the rotating disc slowing and stopping the movement of the front wheel for smooth controlled stops. Also, the disc brake is not affected by water or repeated use.

Rear shock absorbers

Utilizing a hydraulically-damped, outer-spring design coupled with the rear swing-arm assembly, the rider and the machine are adequately cushioned from the bumps and jolts which occur on a severely rough road. In order that the rider be able to "custom-tailor" his rear shock absorber spring tension to suit his taste for the load and the road, the outer-spring rear shocks are easily adjustable; stiff for heavier loads such as when two are riding, or relaxed for open road riding with a light load.



Rear brake

To guard against fading due to heat, against pre-mature wear, and against grabbing, the rear brake drum

is constructed extra-large for more stopping power with better heat-dissipating characteristics; and it utilizes a special labyrinth seal which prevents water and dust from entering the drum and adversely affecting the brake performance.



YAMAHA

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